NEW PUBLICATIONS.

The paper on Leibnitz, by Mr. A. E. Kroeger of St. Louis, with which this number opens, is a valuable contribution to philosophical biography, describing the details of the personal career of the illustrious German, and presenting a lucid analysis and exposition of his speculative system. In claiming for Leibnitz an eminent rank for his transparent illustration of universal principles, the writer contrasts him with Hegel and Spinoza, complaining of the "mystic utterances" of the latter as on the same level with the "obscure diffuseness" of Hegel. But we think that this charge will not hold against either the method or the style of Spinoza, whose language is usually a model of terseness and precision, and whose abstract ideas are set forth in the form of geometrical theorems, - a form, which however inapplicable to the nature of the subject, precludes the imputation of vagueness, or a greater degree of obscurity than attaches to the demonstrations of Euclid or Legendre. In our opinion, Spinoza is more justly entitled to the praise of "mathematical exactness," than Fighte, to whose phraseology Mr. Kroeger applies the epithet. But whatever may be decided on this point, it is certain that Leibnitz was one of the most profound and creative thinkers who have enlarged the boundaries of human thought. and given a permanent impulse to the progress of scientific knowledge. The proofs of this are admirably stated in the Memoir by Mr. Kroeger. He has not only penetrated the "Secret of Leibnitz," but set it forth with conclusive evidence and the clearness of sunlight. One point which he fully illustrates presents an incidental proof of the anticipation by Leibnitz of the modern doctrine of the correlation or identity, of forces. It furnishes a curious instance of the glimpses with which pregnant scientific discoveries are often foreseen, in an age prior to their articulate announcement. The system of monads, secording to Leibnitz, as elucidated by Mr. Kroeger, is a system of universal motions, involving the science of mechanics, and explaining the whole universe. Each monad is impelled by all other monads. In their infinite gradation, they extend from the lowest worm to the highest scraph. All possible monads are distinguished from each other only by the greater or less degree of conscionsness. There is no death in the universe. Nor is there perfect creation. Everywhere there is only development into self-consciousness and self-determination. There is no increase nor decrease of matter. There is no increase nor decrease of force. Force is never destroyed. For a monad cannot be destroyed, but only changed in its relations. The whole interchange of There is only one force, for all monads are alike. But this force has greater or less degrees of movement. Through this difference of movement, one force changes into an infinite number of correlated forces. The whole structure of the universe, with its wonderful variety of motion, is thus explained. "Motion changes, according to this variety, into heat, or electricity, or right, or tree, or stone, or star, or the nebula of Orion." This last illustration, which is merely a succinct statement of the recently established doctrine of the correlation of forces, is, of course, Mr. Kroeger's, and it would be interesting to know the passages in the writings of Leibnitz on which it is founded. Not that we doubt the correctness of the exposition, especially as Mr. Kroeger takes no pains to prove the anticipation of modern science by Leibnitz, nor do we know that he would deem it complimentary to his guide and philosopher. The next paper on "The Mental Faculties of

Brutes," is an ingenious, but not satisfactory attempt to show that the difference between the faculties of men and brutes is one of degree only, and not of kind, and that all the faculties of the human mind have their parallels in the brute creation. The argument of the writer would have been more effective, if he had set aside the difference in the functions of Reason and Understanding, as asserted by Kant, Jacobi, and Coleridge, but which he only lightly touches on, instead of disposing of it completely. Mr. E. Haskett Derby discusses the Tariff Question, with reference to the action of Congress on the subject, maintaining 'tkat we can draw at least one hundred and twentyfive millions from our present duties on sugar, coffee, and molasses, and from reduced duties on metals and manufactures, spirit, wines, cigars, and tobacco (a few leading articles)-that we may easily extract five millions more from a few other and thus can afford to place nearly a fourth of our importations, including wool, hides, drugs, dvestuffs, and other materials, and many trifling articles, on the free list. By confining our duties to a few articles, and extending our free list, we may revive foreign commerce, and reduce the cost of collection; and by thus diminishing the cost of the civil service, we shall further reduce the amount of revenue required. We may thus at once, after reserving ample revenue, bring down our tariff nearly half-way to its level before the war, or from forty-seven to an average of thirty-three per centand as our debt and interest diminish with the improvement of our revenue, year by year grant further relief." The article is of a suggestive, rather than of a controversial, character. written and argued with ability, and might be read profitably by our publicists Steele by Mr. Henry Tuckerman, we have an exceltent specimen of literary discussion, defending Steele against the charges of Macaulay, and presenting a sound critical estimate of his position among the 'wits of Queen Anne." The next article on "The New Catalogue of Harvard College Library" has many interesting bibliographical details, "Railroad Inflation" gives a thorough exposure of some of the flagrant financial maneuvers of the day, the career of Count Bismarck is treated in a well-digested historical paper, by Mr. H. Villard, and "The Revolution in England" is the subject of a discriminating and very instructive discussion by Mr. Goldwin Smith. The number closes with an elaborate editorial article entitled "A Look Before and After." pn the political condition and prospects of the coun try. In his meisive criticisms on the measures of Congress during the past year, the writer shows a degree of vehemence incompatible with a sound judicial temper, and revives several topics of controversy for which the occasion has ceased to exist; but his article, nevertheless, abounds with seasonable and wholesome suggestions, and glows with the fire of patriotic inspiration. The sketches of President Lincoln and Gen. Grant, which we copy below, Indicate the masterly hand of a true artist, and may compensate for a certain degree of eccentricity as a

compensate for a certain degree of eccentricity as a politican.

Mr. Lineoln is sometimes claimed as an example of a ready-made ruler. But no case could well be less in point: for, besides that he was a man of such far-mind educes as is always the raw material of wisdom, he habitation of God.

Dr. Thompson strongly urges the importance of according to woman a large influence in the social active which a partisan is subjected. He opposite of that to which a partisan is subjected. He opposite of that a lawyer compeled him not only tosse that there is a principle underlying every phenomenon in human affairs, but that there are always two sides to every question, both of which must be fully understood in order to undervocate to appreciate the strength of the subject of the most plausible:

Even if the ballot could raise woman politically, the analyzed of the meantments of delicacy, of honor, of loyalty-induced the appreciate the strength of the question nor have we ever had a more striking lessen in political that of the subject of the subject

nies. The very homeliness of his genhus was its distinction. His kingship was conspicuous by its workday homespan. Never was ruler so absolute as he, nor so little conscious of it; for he was the incarnate common sense of the people. With all that tenderness of nature whose sweet sadness rounded whoever saw him with something of its own pathos, there was no trace of sentimentalism to his speech or setion. He seems to have had but one rule of conduct, always that of practical and successful politics, te let himself be guided by events, when they were sure to bring him out where he wished to go, though by what seemed to unpractical minds, which let go the possible to grasp at the desirable, a longer road.

General Grant.

We look forward with well-grounded confidence to the administration of Gen. Grant. Elected, it may be truly said, in spite-of both parties, but in sympathy with the more judicious of the party of progress, he will be independent of the extremists, whether of blind advance or blinder reaction. Knowing by the most thorough experience the men he has conquered and the men he has leed, he will know how to deal firmly with the one side and to moderate the other. As a soldier, he has been scheoled to look forward to remote results rather than to be over-confident in immediate successes. He has shown an indomitable persistency in plans well considered and justified by good fortune. He has chosen his heutenants with instinctive felicity, and done justice to their merit with almost unexampled magnanimity. He possesses beyond most men that virtue of moderation which so many American politicians eschew as unpopular. Above all he has an almost heroic gift of silence, which prevents him from allowing himself to be dragged from his moorings by the strong current of eloquence, and afterward feeling bound to sacrifice his sense of what is prudent to the tyranny of his own consistency. We think that his administration will disappoint those only who believe that words are more potent than things in the conduct of

The present number of "The North American" is edited by Professors James Russell Lowell and E. W. Gurney, under whose charge the Review will continue to be published, Mr. C. E. Norton having retired from the post of editor.

THE NEW-ENGLANDER. JANUARY, 1869. W. L.

Kingsley. A large space in the present number is devoted to topics of educational interest, commencing with an account of the system of instruction at West Point. The writer presents a view of the internal arrangements at the Military Academy, showing a state of discipline and routine of study far superior to the methods of American colleges in general. His statements will be new to most readers, who have not the means of gaining exact impressions of the details of West Point life. The official functionaries appointed by Government to examine the Academy, as the writer shows, do nothing towards the diffusion of correct information on the subject.

correct information on the subject.

The visit of the Board of Visitors, too, every June, though of some length, and intended to furnish just that information which the country should possess, usually it must be confessed, falls of its object. The members of the Board are often appointed for political motives, and are neither able nor desirous to follow understandingly the subjects which are brought before them in the examination (and still less to report upon them,) and so they are entertained as they desire, dinners are given them, officers attend the examination in full dress, a ball is given at the hotel, a "skillful," as they describe it in their last report, boat race is witnessed by them, and they, in return, bestow praise so indiscriminately that it loses its value, noticing just what strikes the eye, and not recognizing wherein that thoroughness consists which is so characteristic of the Academy. If the visit of the Board of Visitors does not bring before the public the exact knowledge which is to be desired, still less do the skeichy letters of transient visitors. The Academy has won its high character by the earnest, faithful, patient labor of its Professors, who, not largely recompensed, nor greatly cheered by the intelligent approval of the world, have worked on year after year till they have produced a method of instruction which is both admirably carried out and attests by its results its worth. dy carried out and attests by its results its worth

The description given by the writer of the daily rontine of instruction is highly interesting, and full of useful suggestions, exhibiting a degree of thoroughness in preparation and recitation, which is rarely found in any literary institution. In comparing the moral effect of the Military Academy with that of the Colleges, he remarks:

with that of the Colleges, he remarks:

Though cadets have not the abandon of students, they carry with them, at graduation, a punctuality, an accuracy in knowledge, an honesty, a truthfulness which are greatly to be praised. A low, immoral fellow seems at times almost a hero, because he holds to the truth. Said a man who left one of our colleges to enter West Point:

"For some months I was in great fear that I should be caught in a falsehood and dismissed the service, I had got so in the habit of lying." Said a Professor of one of our leading colleges, some years since: "It is my opinion that it takes a man several years after graduation, to throw of the lowering influence of the habit of untruthfulness in dealing with instructors, which college standards half sanction." These exaggerated statements have some truth at their foundation. Two points in which sudents chiefly sin, are—giving untrue excuses for failure in college duty (the pershading one's self that haziness is sickness) and using unfair helps in the recitation room. Neither of these is possible at West Point. All men who consider themselves unwell report to the surgeon, and, after an examination, are by him excused from duty; and as the recitations are all made at the board, all materials for help, so easy to use at one's seat, must be left behind. On most points, indeed, the power of public opinion is greater at the academy than at college, at least the lines between things allowed and things forbidden are more sharply drawn, and evasive or misleading answers to questions of an officer, answering to another's name in roll-call and the like, are not at all tolerated; the gailty man is reported by one of his own feilows, and with the approbation of the whole corps dismissed the service.

to another's name in roll-call and the like, are not at all tolerated; the guilty man is reported by one of his own fellows, and with the approbation of the whole corps dismissed the service.

How wonderful the effect which holding the body under control has upon the mind. Take a rough, uncouth fellow, not only clumsy in movement but clownish in manners, let him stay at the Academy a few months and he is transformed, in extornals, to a gentleman. Deference and courtesy, so rigidly exacted in daily intercourse with the officers, his superfors, come to be naturally paid to others, and poise and control of body give steadness and possession of mind, so that he can not only stand and look like a gentleman, but even talk like one. And so everything which is done by a cadet gains greatly from the prempt soldierlike way of performance. Even in the daily recitations, the promptness with which the place is taken at the board, the exactness of the dagram, the attitude on the bench, and the attitude in recting, are all the reverse of the careless, slouching habit which so often disfigures the demennor of sindents.

"How To Build a Nation" is the title of the next

"How To Build a Nation" is the title of the next article, by the Rey. Dr. Thompson, in which he maintains the sacredness of the family relations, the fusion of foreign populations into American unity, a civil organism adapted to preserve the historical identity of the nation, the largest scope for individual enterprise in harmony with the national spirit, the dignity and legislators. In the paper on Sir Richard of labor, the elevation of woman, the diffusion of sound culture, and the maintenance of universal instice, as the essential conditions of national development and prosperity. On the subject of blending foreign elements into the American nationality, Dr. Thompson offers some eloquent suggestions.

Thompson offers some eloquent suggestions.

If imagigration be not over-stimulated, if it is left to the natural, healthy influence of trade-laws, without adventitious political bribes, then freedom of alliance will gradually fuse our heterogenous peopulations into one. With a better imported stock, who come intelligently, and not like driven eattle, who come to work rather than to vote, and with no restrictions upon the intermarriage of races, our immigrant population, unless compacted politically or ecclesiastically into claus, will gradually be absorbed into the national stock, and their descendants of the third generation will be undeniably American. Just now, the fusion of all elements into the common race-stock, which the silent influences of language and society would effect, is accelerated by the commingling of bloods upon every battle-field for our national unity. As of old the blood-baptism of the martyr canonized him in the church, though he had failed to be baptized of water into the Christian usine, so this war-baptism upon the brow of Celt or Saxon, of German, Gaul, or African, naturalizes each immigrant race into the family of the American nation—no more strangers and foreigners, but fellow citizens of the household of freedom, a commonwealth builded together into a holy temple, founded upon the apostles and confessors of 76, cemented with the blood of myriads of her mative, her adopted, and her enfranchised sens, inscribed with the countriess roll of martyrs, whose rude, unlettered tablets mark every field from the Susquelanma to the Guif, from the James to the Missourione temple for one continent and one people, purged of the vile traffickers in the bodies and the souls of men, consecrated to Justice and to Liberty, the sanctuary of Man, the habitation of God.

Dr. Thompson strongly urges the importance of

quate as if written for the overcrowded columns of a daily newspaper.

A new monthly journal, entitled The Woman's Advocate (William P. Tomlinson), has been commenced in this city, the first number of which contains contributions from Frances Dana Gage, Henry B. Blackwell, Frederick Douglass, Kate Field, George S. Burleigh, Lucy Stone, and other prominent champions of the "Cause of Woman." It aims to embody the loftiest aspirations and the best thought of the nation, on the struggle which is now in progress for a larger share, on the part of the sex, in the duties and responsibilities of citizenship. The articles indicate the earnestness of deep convictions, and though necessarily of a polemic cast, are mostly written in a good spirit as well as with considerable ability.

The American Law Review (Little, Brown, & Co.), has papers on "The Confinement of the Insane," "Government Loans." "The Meteor," and a great variety of miscellaneous legal matter. In a notice of "The Ermine in the Ring," the pamphlet is characterized as a 'record of judicial infamy worthy the consideration of all thoughtful American citizens." story is false," it suggests, "it ought to be answered, and the writer prosecuted for libel; but, if true, the following questions with which the author begins and ends his pamphlet are very pertinent: 'Is our American theory of Republican Government a failure thus far for great cities? Is an elective judiciary in great cities practically a source of corruption and injustice Is it hopeless to seek to purify the Municipal Govern-

The January number of The American Presbylerian Review is cularged by the addition of forty pages to its previous form, and with an abbreviated title, com mences a new series of the work. In the opening article, Dr. Leonard Withington calls attention to the theological system of an almost forgotten New-England divine, Dr. Asa Burton, and in his own peculiar style of quaint and eccentric illustration, expounds the merits and demerits of the sage of Thetford, whose name was once a power among the speculative Calvanists of this country. Among a variety of learned and profound discussions, relating to theological and ecclesiastical points, there are several papers of popular interest, as "The Scholar of To-day," an admirable essay on the practical demands of modern culture, "Our Currency and Specie Payments," an able financial argument in favor of the resumption of specie payments as indispensable to any security against universal plunder and bankruptey, although the method proposed by the writer is open to many objections, and a very full survey of the recent literary productions of America and Europe.

The last number of the American Educational Monthly (J. W. Schermerhorn & Co.) opens with a state ment of the Roman Catholic view of Education in the United States from the pen of an eminent Catholic divine. The writer maintains that the Catholic population in this country cannot avail themselves of the public school system, as now organized, though they pay taxes towards its support, and that they are justly entitled to a ratable part of the fund in aid of their own established schools. He supports his views by reference to the system in Prussia, Austria, France, England, and the British Colonies, where provision is made for separate primary schools, in which the different religious sects are at liberty to teach their own doctrines. The public schools are organized se that every citizen shall obtain the complete education of his child, in the faith and practice of his own church. In the course of his argument the writer takes decided ground in behalf of the "Higher Law," asserting that when a popular decree is against the law of God, it inds no man's conscience," a doctrine which has not found much favor with the "governing classes" of this city in whose interests he speaks. "The Ventilation and Warming of School Houses" is the subject of a sensible article, enforcing the importance of an ample supply of pure air, and suggesting some practical methods for accomplishing the purpose.

We have also received The Gospel in Enoch, by HENRY H. TUCKER, a doctrinal and biographical sketch (J. B. Lippincott & Co.); Lectures on the First and Second Epistles of Peter, by the Rev. John Lillie, D. D., with an Introduction, by PRILIP SCHAFF, D. D., a posthumous work of an eminent divine, a Scotchman by birth and an American by adoption (Charles Scribner & Co.); United States Register, or Blue Book for 1869, containing its usual ample allowance of political and statis rectory for 1869 (D. A. J. Sadlier & Co.); Nature's Nobleman. a recript of a late English novel, by the author of "Ra SIT SAMUEL W. BAKER, a record of fletitious adventure, but founded on facts, dedicated to all boys from "eight years old to eighty" (J. B Lippincott & Co.); First Lessons of Civil Government, by Andrew W. Young, a new and revised edition (A. S. Barnes & Co.); The American Year Book for 1869 (O. D. Case & Co.); The Sure Resting Place, a manual of faith and practice compiled from " the Sayings of our Lord " (J. B. Lippincott & Co.)

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J. W. SCHERMERHONN, A. M., Actuary,
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A NTHON'S, Mr. GEO. C., CLASSICAL FRENCE and ENGLISH SCHOOL, with Primary Department and Grunnssium, Nos. 712 and 714 Fifth-ave., will REOPEN Sept. 7. su, N. J., for Catalogue of PENNINGTON SEMINARY a Bounding for both sexes, unexcelled in its advantages and moderate charges BOARDING SCHOOL FOR BOYS.

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F. J. JACKSON. Principal. BRAINERD INSTITUTE, Cranberry, New D Jersey.—The Rev. ELIAS S. SCHENCK, A. M., Principal Military Borrding School of the best class for Lads of 10 to 12 to be enlightened, ecergetic Christian men. Live School of Wide Awaks business of College. Grunnalum and equipments complete. Terms scate. Send for a circular.

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ORANGE PRIORY, New-Jersey -- HOME SCHOOL for YOUNG LABIRS and CHILDREN, Resident French teacher, Address the Misses GALE. PENNSYLVANIA MILITARY ACADEMY,
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(FOR BOARDERS ONLY.)
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Thorough instruction in the Regish branches.

A very thorough course in Mathematica, Mechanics, Chemistry, and Civil Regiseering. Ancient and Modern Lauguages optional.

Careful attention is given to the moral and religious culture of cadets.

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The most bheral independents to persons wishing to purchase a first-class
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ORGANS, with six stops, \$170. New styles.
Pipe-top Organs, \$325, \$430, and \$390. Send for Price List.
GEO. A. PRINCE & Co., No. 706 Broadway. PIANOS, MELODEONS, and ORGANS, of six
first-class makers, at greatly reduced prices, for cash, during the
Holidays, at WATERS'S, No. 431 Broadway. Fifty New and Second-Hand Instruments for Rent, and rent money applied if purchased;
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Is pronounced by all competent judges
THE BEST PIANO MADE.
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100 PIANOS, ORGANS, and MELODEONS, at bargains, for cash; also, to let, and sold on installments.
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Situations Munted .- females.

A GERMAN GIRL wants a situation to do GENERAL HOUSEWORK, or as COOK, WASHER, and IRONER.
Bast of references. Apply at No. 17 Stanton-st., near Bowery. A GERMAN GIRL wishes a Situation to do GENERAL HOUSEWORK or as COOK. Is willing and obliging. No. 183 Second-st., between Avenues A and B,

Situntions Manted -- Males. A SITUATION WANTED-By a young man give the best of city references as to character, capability, &c.; or would take a position as OFFICE CLERK, or COLLECTOR; is a good perman, and can give security if required. Address, for three days, T. D., Bor No. 118 Tribune Office.

CLERK'S POSITION WANTED in a GRO-DHOTOGRAPHER, COPYIST or CLERK .-

young man is desirous of any of the above situations; has not on a resident in this country. Address C. HiLTON, care of L. R. Closter City, New Jersey. SITUATION WANTED—By a first-class COOK, in a hotel or restaurant, who has had 12 years' experience, and ean give the best of reference. Call on or address, for three days. HENRY POWRLL, No. 343 Third-are.

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A GENTS WANTED.—Can make from \$10 A to \$25 per day selling BLAKE'S DOLLAR PATENT CHAIR SPRINGS. They make a Sering and Rocking Chair out of any common chair by attaching them to the front legs. They it any chair, and cannot got out of order; they will last a lifetime; the old fashioned rockers are dispensed with; for the house and office they are Indispensable; laddes procounce them unequals for a sewing chair. If you want an Agency, call and see sample, or send for circular with terms, etc.

\$500 Reward night the curvicilion of person or persons who shall infrings upon BLAKE'S PATENT CHAIR SPRING. Address.

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REDROOM ENAMELED FURNITURE of D warranted manufacture. Also, sold Chasmat and Waisat Chas-ber Seiter, plain and ornamental, at H. F. PARKINGTON's, No. 368 Canalat, opposite Wooster. Established 1843.

Ocean Steamers.

FOR ST. THOMAS and BRAZIL. IN SI. HIOMAS RHG BRAZIL.

ENTED STATES and BRAZIL MAIL STEAMSHIP COMPANY.

JEAN MAIL SEEMERS SHARE, ON THE ASSESSION OF THE MERRIMACK. Capt. TENNERWAS, JANUARY 22.

SUUTH AMERICA, Capt. TENNERWAS, JANUARY 23.

MISSISSIPPI, Capt. SLOCUE, March 23.

General States of the State o

ments of freight or passage, apply to WM. R. GARRISON, Agent, No. 5. Bowling-green.

FOR NEW-ORLEANS DIRECT.
THE CROMWELL LINE.
Steamships of this Line will leave Pier No. 9, North River, at 30's
p. 10., as follows:

MARIPOSA. Kemble. SATURDAY, January 16, GEO. CROMWELL. Vail SATURDAY, January 23, Freight taken for St. Louis, Mobile and Galveston at thron Freight taken for a second class apply to the Agents, For Preight or Passage (first and second class) apply to the Agents, For Preight or Passage (first and second class) apply to the Agents, FOR CHARLESTON and FLORIDA PORTS

THE NEW-YORK AND CHARLESTON STEAMSHIP COMPANT'S first-class side wheel steamship
MANHATTAN, Capt. M. S. Woodhmil, an SATURDAY, January 16,
at 3 p. m., sailing from Pier No. 5. North River.
Superior accommodations for passengers.
Through Passenger Tickets and Bills of Lading issued to all points
South and South-West, in connection with the South Carolina Railroad
and withgle amers to Fiorita poets.
Goods forwarded free of commission.
Bills of fading intribated and squeed on the pier.
For Insurance by this line one-bail per cost,
Excursion jukets issued to Fierda ports.
The JAMES ADGER will follow, and sail on TURSDAY, January 19.

The JAMES ADGER will follow, and sail on TURSDAY, January 19. FOR FLORIDA.—The steamers DICTATOR

and CITY POINT of 1,000 tuns each, will leave Charleston for Florida EVERY TUESDAY and FRIDAY EVENINGS, at 8 o'clock, after the arrival of the steamers leaving New York, and Ager the arrival of the Northern Esilvoad trains going South. Through tickets to Florida can be purchased of H. R. MORGAN & Co., No. 26 Broadway, Agents Side Wheel Steamers. The above steamers also touch at Savannah, Ga., going and returning

The above steamers also touch at Savasan, O.E., good Sectioning.

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STEAM_COMPANY.
FOR LIVERPOOL:

From Pier No. 40 North River, WEDNESDAYS.
COLOBADO. January 20, 10 a. m.
NEDRANSA January 27, 2 p. m.
MANIATTAN. Pebruary 3, 11 a. m.
NEVADA (naw). Rebruary 11, 3 p. m.
Chilm nauges 450 cold: Steerage, 450, currency.

MANHATTAN.

REVADA (new).

Cabinapasare, \$40, gold; Steerage, \$30, currency.

Tickets to bring out massengers from Europe can be obtained on reasonable terms. For freight or massage apply to

WILLIAMS & GUION, No. 71 Wall-st. For steerage passage to WILLIAMS & GUION, No. 20 Broadway. ONLY DIRECT LINE TO FRANCE.

THE GENERAL TEANSATIANTIC COMPANY'S MATLE
STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING

AT BEEST.

The splendid vessels on this favorite route for the Continent will sail The splendid vessels on this favorite route for the common of the Pier No. 50 North River, as follows:

VILLE DE PARLS Sorthoni.

SATURDAY, Jan. 23

PRESERVE. Declarates.

SATURDAY, Feb. 26

PRICE OF PASSAGE, in gold (including Wine),

TO BURST OR HAVER:

First Cabin, \$440: Second Cabin, \$65.

TO PARLS,

including railway tickets, furnished on heard:

First Cabin, \$440: Second Cabin, \$60.

These steamers do not carry steering passengers.

These steamers do not carry steerage passengers.

Mesical attentance free of charge.

American travelers going to or returning from the Continent of Europe, by taking the sfeamers of this Line, avoid both transit by English railways and the discomforts of crossing the Channel, heades saving time, trouble and expense. GEO, MACKENZIE, Agent, No. 56 Broadway. TEAM to GLASGOW and LONDONDERRY.

THE NORTH GERMAN LLOYD'S
Steamship UNION, F. Meyer, master,
carrying the United States Mail, will sail from the Bremen Pier, foot of
Third-at., Hoboken,
on THURSDAY, Jan. 21,

BREMEN, VIA SOUTHAMPTON,
TAKING PASSENGERS TO
LONDON, RAVER, SOUTHAMPTON and BREMEN at the following HAVES, AND SEED OF SEE Ocean Steamers.

Inman Line of Mail Steamers are appointed to sail as follows:

CITY OF NEW YORK

SATURDAY, Jan. 16, 2 p. m.

CITY OF NEW YORK

SATURDAY, Jan. 16, 2 p. m.

CITY OF NEW YORK

SATURDAY, Jan. 25, 1 p. m.

KANGAROO (via Halifax)

TUESDAY, Jan. 25, 1 p. m.

KANGAROO (via Halifax)

TUESDAY, Jan. 25, 1 p. m.

And each succeeding SATURDAY and alternate TUESDAY, at 1 p. m.

(tide permitting) from Pier No. 6 North River.

RATES OF PASSAGE.

FIRST CABIN

100 STRERAGE.

50 and 50

To Daris.

115

Halifax

105

To Daris.

115

Halifax

115

Steamer.

Steamer.

Steamer.

Steamer.

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at reduced rates.

Tickets can be hought here, at moderate rates, by persons wishing to good for their friends.

For forther information, apply at the Company's offices. FOR LIVERPOOL and QUEENSTOWN.

For farther information, apply at the Company's offices.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.

Steamboats and Mailroads.

FOR BOSTON, via NEWPORT and FALL

OLD FALL RIVER LINE,

OLD FALL RIVER LINE,
between

NEW-YORK and BOSTON. NEWPORT FALL RIVER, TAUNTON,
NEW-BEDFORD, and CAPE COD TOWNS and NANCUCKET.
Pare and Freight as low as by any other line,
One of the Maguificent Steamboats
NEWFORT or OLD COLONY.

Leaves Pier No. 28 N. R. foot of Murray at, at 4 p. m. daily. Sundays
excepted.

By this route passengers can take train from Newport at 4.4 m., and
arrive in Boston at 6:10 a. m., in time to connect with all Northers and
Eastern trains: or rest andisturbed, breakfast on board, and take 7:43
a. m. train, and arrive in Boston at early business hours.

NEW LOEK, August 50, 1868.

No. 72 Broadway, New York.

NEW LOEK, August 50, 1868.

No. 72 Broadway, New York. FOR NEW-HAVEN, HARTFORD, SPRING-FIELD AND THE NORTH. Pare, \$1. Steamers leave Peca-silp for New-Haven at 3:15 and 11 p. m., connecting with the Railroad.

SAFETY, SPEED, and COMFORT.

CENTRAL RAILROAD of NEW-JERSEY.

Passenger and Freight Depot in New-York, foot of Liberty-et., connects at Hampton Junction with the Delaware, Lockawanna, and Westera Railroad, and at Easton with the Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West, without change of cars.

ALLENTOWN LINE TO THE WEST.
Three Express Trains to the West, except Sundays, when one train in

Sixty miles and three hours saved by this line to Chicago, Cincinnati, St. Louis, &c., with but one change of cars.

WINTER ARRANGEMENT.

Commencing December 3, 1808.—Leave New-Lork as follows:

7 a. m.—For Easton, Bethleben, Mauch Chans, Williamsport, Wilkesbarre, Mahanov City, &c.

1:15 a. m.—For Somerville.

8:39 a. m.—For Flemington, Junction, Strondsburg, Water Gap, Seranton, Kingston, Pittston, Great Bend &c.

9 a. m.—Wastrany Kaprass, for Easton, Allenbown, Harrisburg, and the West without change of cars to Cincinnati or Chicago, and that one change to St. Louis. Connects at Harrisburg for Krie and the Oil Regions. Silver Palace cars through to Chicago. Connects at Junction for Strondsburg, Water Gap, Scrauton, &c. Connects at Phillipburg for March Chunk, Wilkesbarre. &c.

12 m.—For Flemington, Easton, Allentown, Manch Chunk, Wilkesbarre. &c.

12 m.—For Flemington, Easton, Allentown, Manch Chunk, Wilkesbarre. Tunkhannock, Reading, Columbia, Luncsater, Ephrata, Litts, Pottsville, Scrauton, Harrisburg, &c.

3:39 p. m.—For Somerville.

SUNDAY TRAINS.—6:30 a. m., Was Train for Otisville; 1:45 p. m. for Paterson; 6:30 p. m., Night Express, for Rechester, Buffalo, Dunkirk, Reveland, Cincinnali, and all points West and South: 8:00 p. m. Entrain and Way Train; 11 p. m. for Paterson and Fort Jerris.

Express Trains run through to Buffalo, Rochester, Dunkirk, Cleveland, and Unchmath, without change of coaches, and in direct connection with it Southern and Western lines.

rfeetly Ventilated and Luxurious Sleeping Coaches accompany all Nigot 172008.

Tickets can be obtained at the Company's offices. No. 241 Broadway, and Depot foot of Chambers st., New York: also at Long Dock Depot, Jerser City.

H. RIDDLE, General Supt.
W. R. Barn. General Pass. Agent.

W. R. BARR. General Pass. Agent.

H. UDSON RIVER AND HARLEM RAILROADS.—On and after MONDAY, Nov. 23, 1863, trans for
Albary and Troy, connecting with Northern and Western trains, and
leave New-York as follows:
8 a. m. Express train via Hudson River Railroad, Thirtlethet, and
Tenth-ave, through to Buffale and Suspension Bridge without change of
cars, and connecting at Troy with trains for Kutland and North. Drawing-room cars from New-York to Rochester, connecting with the sleepingcars for the West, via either North or South Shore Line.
19 s. m. Express train via Harlem Railroad, Twenty-sixth-st. and
Fourth-ave, connecting at Chatram with Western Railroad for Lebanon
springs. Pittisfield, ke., at Albany with Western trains, and at Troy with
trains for Saratoga, Ratland, Burlington, and the North.

11:30 a. m. Express train via Hudson River Railroad, connecting at
Albany with trains for the West. Brawing-room car attached to this
train through to Troy.

3:30 p. m. Express train via Hudson River Railroad, with drawing room
car attached, connecting at Albany with Western trains, and at Troy with
trains for Montreal, with sleeping-car attached.

4:15 p. m. Express train via Hudson River Railroad, for Albany and Troy,
connecting at Albany with Western trains, Sleeping-cars
Albany.

6 p. m. Express train via Hudson River Railroad, with Sleeping-cars

ONG ISLAND KAILINGAD, Galles 3:10 a.m. Mail Train for Greenport.

10:00 a.m., Northport, Huntington, and Glen Core.

3:00 p. m. Express, Evertead.

4:00 p. m. Northport, Huntington, and Glen Core.

5:30 p. m. Farmingdale, and Way Stations.

All trains connect with branch to Hemptead. SUNDAY TRAINS

9 a.m. for Northport, Huntington, and Glen Core.

L. D. BARTON, Superistendent.

1869. WINTER ARRANGEMENT. 1869. COMMENCING JAN. 11. 1003.
Passenger Station in New-York, corner of Twenty-sevenih-st and Fourth-ave. Entrance on Twenty-sevenih-st.

For Canal Railroad, 4 a. m., 12:15 p. m., to Northampton and Williamsburgh.

For Housatonic Railroad, 8 a. m., and 3 p. m.

For Nanganek Railroad, 8 a. m., 3, (Ex.) 4:25 p. m.

For Danbury and Norwalk Railroad, 7 a. m., 4:25 p. m.

For New Canaan Railroad, 7 a. m., 12:15, 4:25 p. m.

For New Canaan Railroad, 7 a. m., 12:15, 4:25 p. m.

Commodious Sleeping Cars attached to 8 p. m. train.

JAMES H. HOVT, Soperintendent.

PARITAN AND DELAWARE BAY RAIL-ROAD-For Long Branch, Red Bank, Bricksburg, Manchester, Tom's River, &c.

By steamer JESSE HOYT daily, except Sundays, at 4 o'clock p. m.

SOUTH SIDE RAILROAD OF L. I. WINTER ARRANGEMENT.

8:30 a. m. from Roosevelt st. Ferry, Mail and Accommodation for 5a) 3:15 p. m., Express for Jamaica, Pearsall's Corners, Baldwinswille, Merrick, South Oyster Bay, and all Stations Hast to Sayville, exceptional Wellwood.

Trains for New-York:

FOR BOSTON.

WORCESTER, PALMER, FITCHBURG, NASHUA, LOWELL CORCORD, THE WHITE MOUNTAINS, AND INTERMEDIATE POINTS.

The new and stanch steamers of the Norwich Litze.
CITY OF BOSTON and CITY OF NEW-YORK.

leave New-York daily (Sundars excepted), at 4 o'clock p. m., from Pier No. 29 North River, foot of Vestry-at.,

FOR NEW-LONDON,
there connecting with the Steamboat Express Train from the above points, via Norwich and Worcester, Roston and Worcester, Worcester and Nashua, and New-London and Northern Railronds.

Freight taken at the lowest rates. For information inquire of J. E. SHORT, Agent on the Pier.

barre, Tunkhandors, Brauding, Mo.

3:30 p. m.—For Somerville.

4 p. m.—For Laston, Allostówn, Mauch Climik and Belvidere.

4:35 p. m.—For Somerville and Flemington.

5:10 p. m.—For Somerville and Flemington.

5:10 p. m.—For Somerville and Flemington.

6:10 p. m.—For Somerville and intermediate stations.

7:10 p. m.—For Somerville.

8 p. m.—For Somerville.

8 p. m.—Western Errense Trais—For Easton, Allentown, Reading, Britsburgh and the vest—connects at Harrisburg with train for Williamsport, Erie, &c.

10:20 p. m.—For Somerville.

Sleeping cars through from Jersey City to Pittaburgh every evening.

Trains leave for Kinabeth at 5:45, 6:49, 7:00, 7:13, 3:15, 8:30, 9:00, 9:15, 10:29, 11:20 a. m.—12 m., 1:00, 2:00, 3:09, 11:31, 3:45, 4:00, 4:20, 4:20, 4:25, 5:20, 5:40, 6:00, 6:20, 7:10, 7:29, 4:30, 9:00, 9:01, 11:45 p.

The Western of Colon, 6:20, 7:10, 7:29, 4:30, 9:00, 9:01, 10:30, 11:45 p.

The Western Colon, 10:00, 6:20, 7:10, 7:20, 4

RIE RAHLWAY.—TRAINS LEAVE DEPOT

foot of Chambers st., Pavonia Petry:

a. m. Day Express, for Rochester, Buffalo, Dunkirk, Cleveland,
Cincinnati, and all points West and South.

8:30 a. m. Bay Train, daily, for Ottaville and intermediate stations.

10:00 a. m. Express Mail, for Dunkirk, Cleveland, Cincinnati, and all points West and Bouth.

3:15 p. m. Way Train, for Middletown and intermediate stations.

4:00 p. m. Way Train, for Middletown and intermediate stations.

4:00 p. m. Way Train, for Softern and intermediate stations.

5:00 p. m. Way Train, for Softern and intermediate stations.

6:30 p. m. Way Train, for Softern and intermediate stations.

6:30 p. m. Way Train, for Softern and intermediate stations.

6:30 p. m. Night Express, daily, for all points West and South. By this train sicepting coaches will run through to Buffalo, Rochester, and Cincinnati, without change.

8:00 p. m. Emigrant Train, daily, for the West.

Also Way Trains for Rutherford Park, Passaic, and Paterson, at 6:45 and 9:15 a. m., 12 m., and 1:45, 4:15, 6:45, 11:00 p. m. On Wednesday nights, a Theater Train as 12 o'clock for Suffern and Intermediate stations.

4:35 p. m. Albary with Western trains. Sleeping-cars attached as connecting at Albary.

6 p. m. Express train via Hudson River Railroad, with Sleeping-cars attached, and through to Buffaio and Suspension Bridge without change of cars. Alba, Sleeping-cars very express Saturdars, attached from New-York, through to Ogdensburgh without change, ris Rome, W. and O. Raifroad. Connection for Troy will be made at Rast Albary. This train will run on Sunday.

11 p. m. train via Hodson River Railroad, with eleging-cars attached, connecting at Albary with early trains for Buffalo and Suspension Bridge, and at Troy with trains for Saratora and points North.

A Sunday train will be run via Hudson River Railroad from New-York to Poughkepsie and intermediate stations, leaving New-York at 32 m. Returning, leave Foughkeepsie at 4 p. m. arriving in New-York at 6:29, Also, a Sunday train via Harbon Railroad, leaving Forty-second-st. at 9 s. m., and striving at Milleton at 3:40 p. m. Returning, leaves Milleton at 4:30 p. m., arriving at New-York at 12 m. W. H. VANDERRILT, Vice-President.

LONG ISLAND RAILROAD, James-slip.

NEW-YORK and NEW-HAVEN RAILROAD.

1869. WINTER ARRANGEMENT. 1869.

Fourth-ave. Entrance on Twenty-seventh-st.

TRAINS LEAVE NEW-YORK.

For New-Haven and Bridgeport, 7, 8, (Ex.) 11:30 a. m.; 12:15, (Ex.) 2, (Ex.) 3:45, 4:25, and 8 (Ex.) p. m.

For Milford, Stratford, Fairfield, Southport, and Westport, 7, 11:50 a. m.; 3:45, 4:25 p. m.

For Norwalk, 7, 3, (Ex.) 9, 11:30 a. m.; 12:15, (Ex.) 2, (Ex.) 3:45, 4:25, (Ex.) 3:45, (Ex.) 9:10, (Ex.) 9:1

For New-Haven, New-London and Stonington Railroad, at 5 a.m.,

Commodicus Scepins Care State State

from Pier No. 30, foot of Chambers st. W. S. SNEDEN & Co., Lesses.

On and after December 1, 1868, the trains will run as follower

4:15 p. m., Mail and Accommodation to Islip and all Stations. 5:30 p. m., Accommodation to Jamaica.

Leave Jajip 6:30 a. m., Mail and Accommodation. Leave Sayville 7:25 a. m., Express. Leave Sayville 12:50 p. m., Mail and Accommodation.

Trains from Jamaica 7:30, 2:33, 9:30 a. m., and 3:09 p. m.
Passengers for Bay Port, Blue Point, Patchogue, and Selleport, will take 8:30 a.m., and 3:18 m.

ROBT. WHITE, Superintendent For freight or massage, senir to OELRICHS & Co. No. 68 Broad-st